



Phil Shurtleff Photo

Traffic is moving more smoothly through Provo Canyon as UDOT crews continue work near the Murdock Diversion Dam.

Provo Canyon Highway Project Nearly Ready for Paving Work

By JOSEPHINE ZIMMERMAN
Herald Staff Writer

rial had to be moved in the canyon in order to widen and improve the highway there. This has necessitated blasting, some

For traffic traveling into the canyon from 800 North Street, there will be a free left turn going up the canyon. Cars will

continuation of widening work along that corridor to improve the traffic flow and safety.

Earlier, UDOT completed the

By the first of August, paving

'Dream' Ride Makes You Want

By NANCY BRINGHURST
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Our lift-off was gentle, so smooth I wasn't even aware we had left the ground.

"Martha's Mink" carried her seasoned pilot and two novice riders on what would be a 45-minute dream come true.

Smother than the silky taste of creamy, homemade vanilla custard, more refreshing than a sprinkle of water on a searing afternoon, we rose skyward.

And I loved every deliciously exciting moment.

"Flying a balloon is like kissing," said Charlie Sundquist with a teasing twinkle in his eye as he squinted into the morning sun.

"Any fool can do it, but if you practice, you can do it really well."

Advice from a man whose aeronautic attire that day consisted of a lilac-colored jumpsuit (complete with purple balloons embroidered on the sleeves and

Egypt and the Mideast, hardwood from the Soviet Union.

"Martha's Mink," so named because Sundquist's wife Marty denied herself a mink coat so the pair could afford a hot air balloon, never flies without a scrappy tail of mink fur attached to its side.

"The thing to remember about riding in a balloon is to do what the pilot tells you to do," Sundquist advised moments before take-off.

"When I say, 'get in,' you better get in!"

Anyone claiming a height of over 5-foot-2 might feel a bit of vertigo once the balloon starts its jaunt.

"We're going up at about 200 feet a minute," Sundquist informed his passengers — a 5-foot-2 reporter, and a considerably taller Dr. Tom Sorensen, an Orem dentist.

"Your first ride in a balloon is free," said Sundquist in a solemn voice. "The next one costs you

widening work between State Street and 600 East. The section under way now runs from 600 East to the brow of the hill near the canyon project, where it joins that project.

When completed, 800 North will have two traffic lanes in each direction, with a left turn lane in the center.

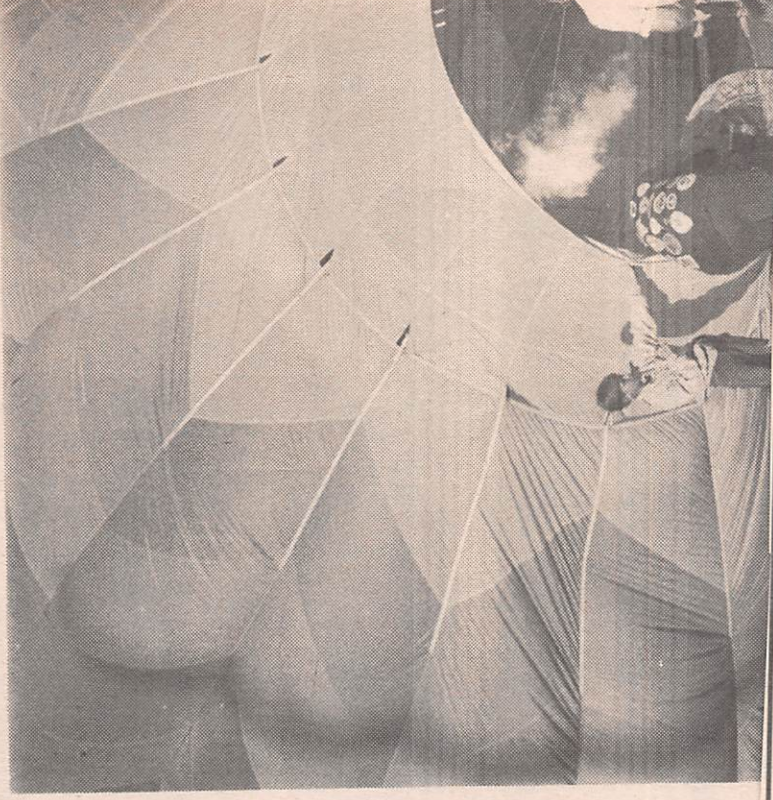
Buff cautions motorists to be careful when coming through the construction zone, and urges them to obey traffic signs and flagmen.

The 800 North project is the

remains. For cars traveling up University Avenue intending to turn onto 800 North in Orem, there will be an at-grade crossing at 800 North.

Buff said only one conflict above the first curve.

For traffic coming out of the canyon, there will be a free right turn into Orem, and traffic traveling into Provo will continue right through.



In the canyon, crews will soon begin taking out the old roadway and completing some widening and resurfacing.

"Right now we are cutting the road to new grade, widening it and placing gravel preparatory to surfacing," Buff stated. Surfacing should begin about Aug. 1.

When completed, the project will eliminate most of the traffic conflicts near the mouth of the canyon, he reported.

Buff is supervising two parts of the highway improvement work, one a widening project along Orem's 800 North Street from 600 East to Olmstead. The other is the \$6.2 million canyon project which involves major work at the mouth of Provo Canyon and into the canyon.

Half a million yards of material

way project should be underway, according to Larry Buff, project engineer for the Utah Department of Transportation.